



North Tyneside Council

SEAFRONT SUSTAINABLE ROUTE

Cullercoats Fishermen's Association Design Consultation





**CULLERCOATS FISHERMEN'S ASSOCIATION DESIGN CONSULTATION
PUBLIC**

PROJECT NO. ED101002

OUR REF. NO. ED101002

DATE: 01/08/2024


WSP UK

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QUALITY CONTROL

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1

STAKEHOLDER ENGAGEMENT



STAKEHOLDER ENGAGEMENT

During the operation of the “pop-up” cycle lane scheme during the Summer of 2020 as part of the Council’s social distancing measures along the coast, we engaged with members of the Cullercoats Fishermen’s Association (CFA). The temporary scheme presented a number of challenges to the CFA, with the main operational issue being facilitating the movement of vessels on trailers between the Boat Park and Northern Harbour Ramp.

Further direct engagement with the CFA occurred in late 2021 as part of the public consultation on the Sea Front Sustainable Route (SFSR). The CFA provided a comprehensive response to the plans and each of the options around Cullercoats.

North Tyneside committed to incorporating all practicable alterations to a permanent scheme such that the CFA’s operations around Cullercoats Harbour could continue.

Summarised below are the key requests communicated from the CFA that the permanent scheme design had to consider:-

- Raised features (speed humps, cycle orcas, raised crossings) must have minimal upstands and gradients due to the low clearance of transported boats on trailers, and the risk of damage being caused to the vessel whilst in transit.
- Priority should be provided to the tractor and trailer when exiting the Northern Harbour Ramp as stopping on the steep gradient presented a safety risk given the loading strain this could put on the vehicle.
- Priority should be given to transported vessels when leaving/entering side roads
- Lane widths should remain wide enough to accommodate the transportation of all vessels in use at Cullercoats (a list of vessels was provided with dimensions including the trailer being used)
- Swept path analysis of manoeuvres into/out of the Boat Park should be undertaken to identify required space to turn unhindered.
- Access in both directions between the Boat Park and Harbour Ramps

2

DESIGN CONSIDERATIONS



DESIGN CONSIDERATIONS

In addition to the access requests from the CFA, the Council also engaged with the Vehicle Certification Agency (VCA) and reviewed the current UK Highways regulations on permissible vehicle and trailer dimensions when transporting vessels. This provided clear maximum permissible dimensions and tolerances to be accommodated in the highway design and parameters used in the swept path analysis.

The following is the list of parameters applied to the access assessment and applicable for transporting vessels by trailer in accordance with the VCA:-

- When accessing the Boat Park, trailers are reversed in and therefore sufficient space north of this point should be available to allow a tractor/trailer to improve alignment prior to reversing.
- The following UK highway vehicle/trailer constraints are applicable:
 - Maximum trailer width of 2.55m with a maximum overhang (length) of 3.05m (width) 305mm each side, combined width (3.16m)
 - Minimum ground clearance of 160mm
 - Maximum overall length (inc. towing vehicle) of 14.04m, 12m turning radius.

For active travel infrastructure, guidance was obtained from Local Transport Note 1/20. This national guidance provides a recommended basis for walking, wheeling and cycling infrastructure. Inclusive design and accessibility recommendations within the document ensure that designers aim to provide infrastructure that caters for the broadest range of people.

The reduced speed limit has been introduced in line with the Department for Transport document Setting local speed limits which states; 20mph zones require traffic calming measures such as speed humps or chicanes or at least one calming feature and repeater speed limit signing and/or roundel road markings at regular intervals, so that no point within a zone is more than 50m from such a feature, sign or marking. 20mph zones, which have traffic calming features, are very effective at reducing collisions and injuries. Research in 1996 showed that overall average annual collision frequency could fall by around 60%, and the number of collisions involving injury to children could be reduced by up to two-thirds.

All traffic calming features within the scheme are designed in line with the DfT guidance document 1/07 – Traffic Calming, this Local Transport Note brings together in one comprehensive document a summary of the research commissioned by the Department for Transport together with research from external sources, to provide advice on the use of traffic calming measures. It covers relevant legislation and the design, effectiveness and installation (including signing and lighting) of measures.



3

DESIGNERS RESPONSE



DESIGNERS RESPONSE

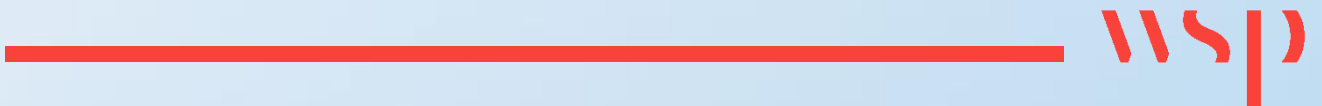
Cullercoats Fishermen's Association Request	Designer's Response	Design Change (if applicable)
<p>No raised traffic calming features.</p>	<p>Traffic calming features are proposed along the entire seafront to self-enforce the new 20mph speed limit, as described by the requirements of the DfT Circular 01/2013 'Setting Local Speed Limits' and Chapter 3 of the Traffic Signs Manual.</p> <p>Each traffic calming feature has been designed to ensure minimal disruption to larger vehicles, with designed raised tables having tabletops at 10m in length and ramps at a shallow gradient of 1:15 and a height of 75mm, as described in Local Transport Note 1/07.</p>	<p>Raised traffic calming features between the Boat Park and North Harbour Ramp have been removed.</p> <p>Raised features on Victoria Crescent and Beverley Terrace comply with LTN 1/07 allowing the transportation of trailers that are in compliance with the VCA maximum parameters.</p>
<p>Access must be retained for fishing vessels to: -</p> <ul style="list-style-type: none"> • the Boat Park on Front Street • North Harbour Access Road on Victoria Crescent • South Harbour Access Road on Beverley Terrace. 	<p>Swept path analysis has been undertaken on the proposals to confirm that there are no restrictions to fishing vessel access to these locations. For additional robustness, a maximum legal size limit vehicle (tractor & trailer) has been used to complete the analysis. This has been shown that all movements between the Boat Park and Harbour Access ramps and can be completed without issue. Swept path outputs are included in Appendix C.</p> <p>Should a larger vehicle be required to complete a manoeuvre, appropriate permissions for an abnormal load should be sought from the local highway authority. Information regarding abnormal loads can be found on the North Tyneside Council website.</p>	<p>New kerb line along the edge of the segregated cycle lane will be flush in advance of Boat Park and Harbour Road accesses.</p>

<p>Existing minimum road widths must not be reduced by the scheme.</p>	<p>Victoria Crescent has a current minimum lane width of 3.35m which will be preserved as no kerb lines are to be altered.</p> <p>Beverley Terrace, between the South Harbour Access Road and John Street, is largely unchanged, with the minimum lane width of 3.5m.</p> <p>Front Street / Victoria Crescent, between the North Harbour Access and the Boat Park, will accommodate lane widths of 3.5m at its narrowest.</p> <p>Current lane widths on Front Street exceed the DMRB CD 127 (relating to trunk road national speed limit highway network) required widths for highways of 7.3m, with the minimum width along this section achieving this value.</p> <p>Section 8.6.5 of Manual for Streets 2 (MNS2), advises that lanes wider than 3m are not always desired in urban areas with mixed traffic as this can encourage increased speeds and make crossing the road more challenging for pedestrians.</p> <p>These lane widths are sufficient to accommodate the maximum vehicle dimensions that do not require an abnormal load permit to operate.</p>	<p>Lane widths have been retained at the maximum operational width possible whilst accommodating the recommended widths for a segregated cycle track and pedestrian footpath.</p>
<p>Priority for vessels in transit over pedestrians and cyclists at harbour ramp.</p>	<p>The existing Variable Message Sign (VMS) would provide priority to vessels in transit over approaching vehicles on Victoria Crescent. This does not extend to users of the footpath.</p> <p>The Highway Code states that priority is given to pedestrians and cyclists over vehicles entering from a side road. In this instance therefore there are no design modifications that would be allowed that overrule the Highway Code.</p>	

<p>All existing road markings and warning signs to be maintained around Cullercoats, including yellow box hatching and VMS signing.</p>	<p>All existing markings and VMS signing within the Cullercoats area are planned to be retained and remain unaffected by the works.</p>	<p>Retention of “yellow box” marking at North Harbour Ramp access, and adjacent signage warning of turning traffic. A “Slow” road marking has been added in the cycle lane on the approaches to both Harbour Ramp accesses.</p>
<p>During Construction - access must be retained for fishing vessels to the Boat Park on Front Street, The North Harbour Access Road on Victoria Crescent, and The South Harbour Access Road on Beverley Terrace.</p>	<p>Once a Contractor has been appointed, specialist traffic management contractors will work with the CFA to ensure that suitable access arrangements are in place during the temporary situation.</p> <p>Due to the extents of resurfacing to be incorporated there will be short periods when the highway may be closed but this will be done in agreement with the CFA to fit around their operations.</p>	

4

TRAFFIC REGULATION ORDER OBJECTION



TRAFFIC REGULATION ORDER OBJECTION

North Tyneside Council received 23 objections to elements of the proposed Sea Front Sustainable Route relating to Fishing operations. Each of these objections was consistently worded and therefore a response to each point raised is provided below. An example copy of the objection letter is included in Appendix D.

The objections raised are concerning the following aspects of the design: -

- The proposed traffic calming measures will infringe access to the Northern Boat Park, North and South Harbour Access Roads, and Southern Boat Field.
- Raised Zebra crossing (29m SW of North Harbour Ramp) – relocated Zebra on existing raised table
- Raised Zebra crossing (15m SE of John Street) – new raised Zebra crossing
- Raised Zebra crossing (9m SE of Marden Avenue) – new Zebra crossing
- Raised Zebra crossing (60m SE of South Harbour Ramp) – converted existing pedestrian crossing to Zebra crossing
- Speed Cushions (100m SE of Marden Avenue)
- Speed Cushions (108m NW of Beverley Gardens)

Objections

Reason 1 & 2 - Low ground clearance trailers risk causing damage during transportation when encountering raised tables.

Response – Section 2 (Design Considerations) above summarises the design guidance parameters applied to raised traffic features and how these have been applied. The design considerations section above summarises the maximum permissible dimensions applicable to the UK Highway for trailers being used to transport vessels. As long as the trailers being used for the transportation of vessels oblige the VCA requirements there is no risk of vessels being damaged in transit when passing over raised table features.

Reason 3 - Low ground clearance trailers risk causing damage during transportation when encountering speed cushions.

Response - Section 2 (Design Considerations) above summarises the design guidance parameters applied to raised traffic features and how these have been applied. The design considerations section above summarises the maximum permissible dimensions applicable to the UK Highway for trailers being used to transport vessels. The design has considered this risk and relocated the pair of speed cushions currently 100m SE of Marden Avenue, further south beyond the South Harbour Ramp Access Road. The speed cushions situated 108m NW of Beverley Gardens are not in conflict with fishing vessel operations and are proposed to remain unchanged.

Reason 4 - Access to the Southern Boat Field remains restricted.

Response – This location is outside of the extents of the proposed highway works and does not sit on the adopted highway, therefore is not applicable to any of the Traffic Regulation Orders being proposed. We will refer this matter to the Council's Asset team for consideration.

Reason 5, 6, and 7 – Unsafe road conditions preventing Fishing operations, voiding insurance and discriminating against Fishermen.

Response 5, 6, and 7 - The Sea Front Sustainable Route seeks to improve road safety for all users along the route. Measures such as improved crossings, reduced speed limits and segregated provision for active travel users all positively impact this. The responses above to objection reasons 1,2, and 3 set out how the scheme maintains safe highway operation for the transportation of fishing vessels to/from Cullercoats Harbour.

It should be noted that the Council has a responsibility under its Highway Network Management duty, to ensure the safe movement of all road users with particular focus on pedestrians and cyclists. Additional statutory guidance was issued by the Secretary of State for Transport under section 18 of the Traffic Management Act 2004 ('the act') on 1st April 2022.

It applies to all highway authorities in England, who shall have regard to this guidance to deliver their network management duty under the act. It is effective from the date of publication and replaces the guidance published on 9 May 2020 and updated on 23 May 2020, 13 November 2020 and 30 July 2021.

It does not replace the original Network management duty guidance published in November 2004, but provides additional advice. In particular, it may guide authorities to help meet the ambitions set out in Gear Change around improvements to cycling infrastructure.

Having agreed to modify the location of the only set of speed cushions between the Boat Park and Southern Harbour Ramp Access, there are no physical obstructions to the transportation of fishing vessels around Cullercoats. This assumes that the trailers being used to transport fishing vessels are fully compliant with the legal parameters as set out by the VCA for us in the UK highway and comply with your insurance policy.

Reason 8 – Raised zebra crossing s impacting the manoeuvring of transported fishing vessels to/from the Boat Park

Response 8 – As clarified in the bullet points at the top of this section, the raised table feature on Victoria Crescent will remain unchanged. We are proposing to relocate the existing zebra crossing further north but still on the same raised feature. The proposed raised crossing north of the Boat Park is located on the existing site of a pedestrian refuge. The CFA have kindly demonstrated on site that no tractors and trailers pass beyond this point whilst manoeuvring in to/out of the Boat Park. This has been further confirmed through the swept path analysis undertaken using the maximum permissible parameters for trailers transporting vessels on the UK Highway. We are therefore confident that no manoeuvres will be infringed as a result of the proposed scheme.

We would advise that confirmation from the VCA is sought by the Fishermen if using a trailer beyond those permissible on the UK highway, for example up to 4.26m (14 ft) wide. It is our understanding that this would constitute an abnormal load and require a licence from the Highway Authority and agreement from the Police to travel along the adopted highway.

Reason 9 - Safety risk to Fishermen gaining access to/from any other Beach within the Borough due to raised traffic calming features.

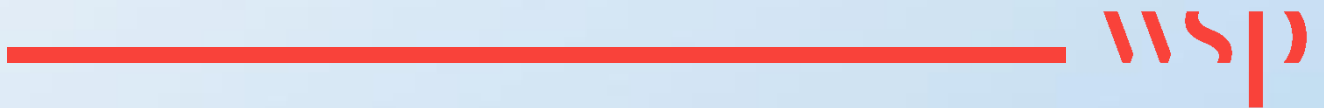
Response 9 – A Fishing vessel can be safely recovered from any of the Borough's beaches as long as a trailer being used complies with the maximum parameters for use on the UK Highway as set out by the VCA. LTN 1/07 sets out the recommendations for the dimensions of raised traffic

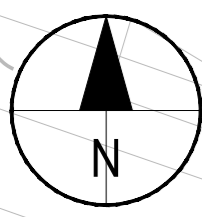


features. The raised features proposed, and already installed as part of Phase 1 of the SFSR scheme do not exceed 75mm in height. The minimum permissible ground clearance for a trailer on the UK Highway is 160mm.

Appendix A

GENERAL ARRANGEMENT DRAWINGS





SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING

- ⚠ EMERGENCY SERVICES
- ⚠ PEDESTRIAN MANAGEMENT
- ⚠ RESIDENTIAL PROPERTIES
- ⚠ UTILITIES
- ⚠ PUBLIC TRANSPORT
- ⚠ VULNERABLE ROAD USERS
- ⚠ WORKING ADJACENT BUSINESSES
- ⚠ WORKING HOURS
- ⚠ TRAFFIC MANAGEMENT
- ⚠ ANTI-SOCIAL BEHAVIOUR
- ⚠ ENVIRONMENTAL CONDITIONS
- ⚠ CONSERVATION AREAS, LISTED BUILDINGS & ARTICLE 4 DIRECTION
- ⚠ DUST MANAGEMENT
- ⚠ REPUTATION DAMAGE
- ⚠ SEA POLLUTION
- ⚠ RESIDENT PUSH BACK
- ⚠ WORKING ADJACENT PROTECTED SPECIES
- ⚠ MAINTENANCE ACCESS TO PUBLIC LEISURE AREAS
- ⚠ WORKING ADJACENT TO RETAINING STRUCTURES
- ⚠ ACCESS TO PLACES OF WORSHIP
- ⚠ SSSI
- ⚠ ALL WORKS ADJACENT TO FLOOD ZONE 3

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT

REFER TO APPENDIX 8 HAZARD IDENTIFICATION SHEET FOR FURTHER DETAILS. FOR HAZARD LOCATION INFORMATION REFER TO DRAWINGS SFSR-WSP-GEN-ZZ-DR-C-9010

NOTES:

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER RELEVANT DRAWINGS, ANY DISCREPANCIES, ERRORS OR OMISSIONS TO BE BROUGHT TO THE ATTENTION OF PROJECT MANAGER.
2. ALL DIMENSIONS TO BE CHECKED BEFORE COMMENCEMENT OF WORK ON SITE.
3. DRAWING NUMBER SFSR-WSP-GEN-ZZ-DR-C-011 HAS BEEN WITHDRAWN FROM CIRCULATION, THIS SHEET 10 IS NOW FOLLOWED BY SHEET 12.
4. ALL DIMENSIONS IN METRES UNLESS OTHERWISE STATED.

KEY:

- RED LINE BOUNDARY
- TAKE UP EXISTING FLAGS, RELAY 75mm FLEXIBLE CONSTRUCTION (RED) *
- TAKE UP EXISTING FLAGS, RELAY 75mm FLEXIBLE CONSTRUCTION (BUFF Q.) *
- PROPOSED FOOTWAY RESURFACING OVERLAY 25mm AND 0-25mm REGULATING (BUFF Q.)
- PROPOSED FOOTWAY WIDENING OVER CARRIAGEWAY 100mm FLEXIBLE CONSTRUCTION (RED)
- FOOTWAY LOWERING EXCAVATE 170mm AND REINSTATE 70mm
- PROPOSED CARRIAGEWAY SURFACING, PLANE 50mm REINSTATE 50mm, 0-30mm REGULATING (RED)
- PROPOSED FOOTWAY RESURFACING PLANE OFF 25mm AND REINSTATE 25mm (BUFF Q.)
- PROPOSED FOOTWAY CONSTRUCTION EXCAVATE 275mm AND REINSTATE 275mm (BUFF Q.)
- PROPOSED EDGING KERB
- PROPOSED TRAM & LADDER TACTILES EXCAVATE 275mm AND REINSTATE 275mm
- PROPOSED HAZARD PAVING (CONTRASTING) EXCAVATE 275mm AND REINSTATE 275mm
- PROPOSED UNCONTROLLED CROSSING TACTILES EXCAVATE 275mm AND REINSTATE 275mm
- PROPOSED CONTROLLED CROSSING TACTILES EXCAVATE 275mm AND REINSTATE 275mm
- PROPOSED K1 KERB
- PROPOSED CYCLE SEGREGATION KERB
- PROPOSED RAISED TABLE 75mm ABOVE EXISTING
- PROPOSED RAMP 0-75mm ABOVE EXISTING
- PROPOSED RETAINING STRUCTURE
- PROPOSED CARRIAGEWAY RESURFACING PLANE OFF 110mm AND REINSTATE 110mm
- PROPOSED FOOTWAY WIDENING OVER CARRIAGEWAY 100mm NATURAL STONE FLAGS (BRACKEN)
- CHANNEL BLOCKS LAID FLUSH
- EXISTING KERB EK TAKEN FROM STORE
- TAKE UP EXISTING FLAGS, RELAY 75mm FLEXIBLE CONSTRUCTION (BLACK) *
- TAKE UP EXISTING FLAGS, RELAY 75mm FLEXIBLE CONSTRUCTION (RED) *

* FLAGS TO BE CLEANED, IF BROKEN DISPOSE TO TIP, EXCESS FLAGS IN GOOD CONDITION TO BE SET ASIDE FOR REUSE.

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PROJECT: Sea Front Sustainable Route

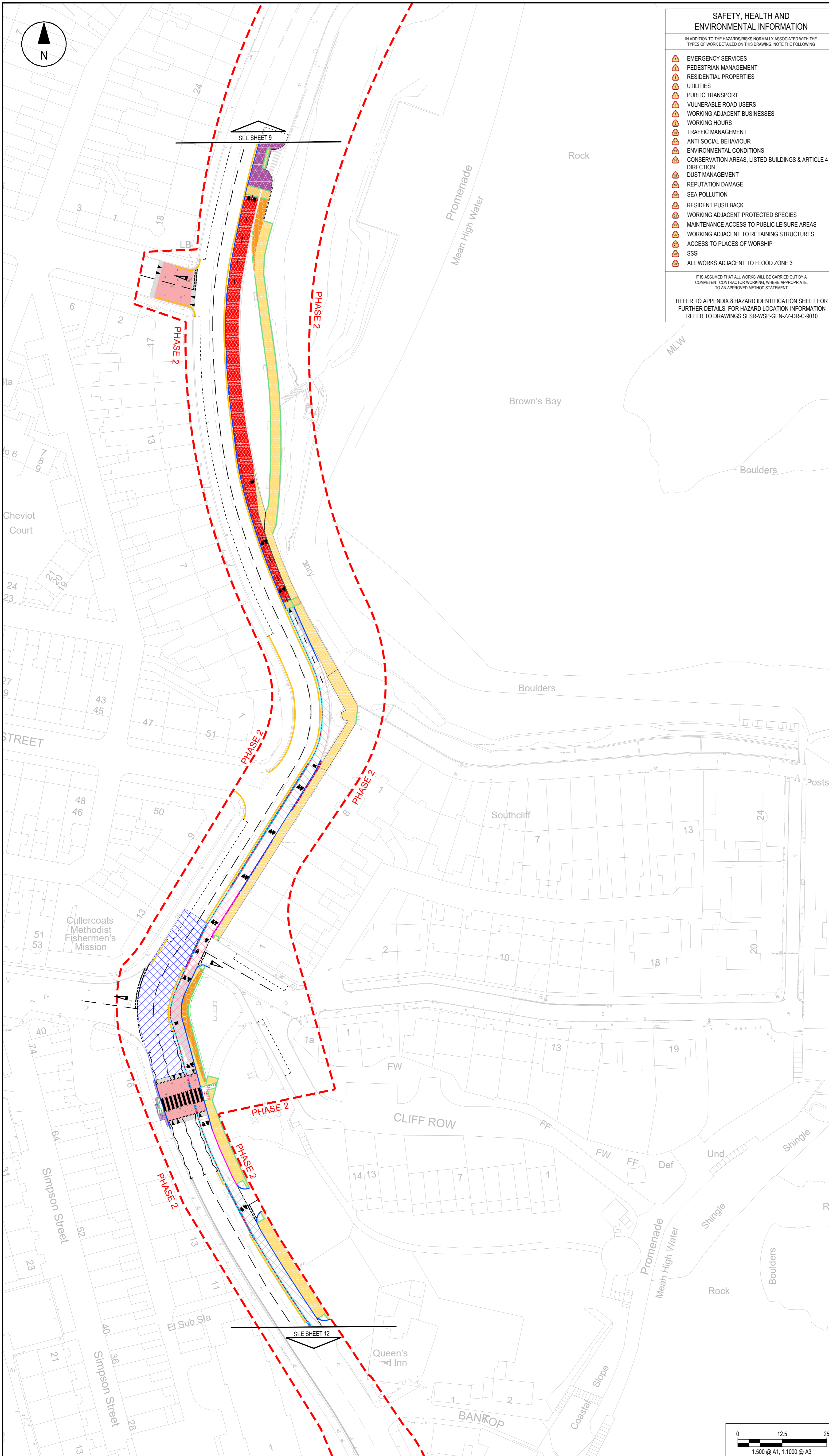
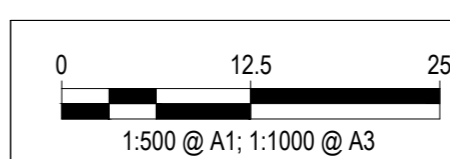
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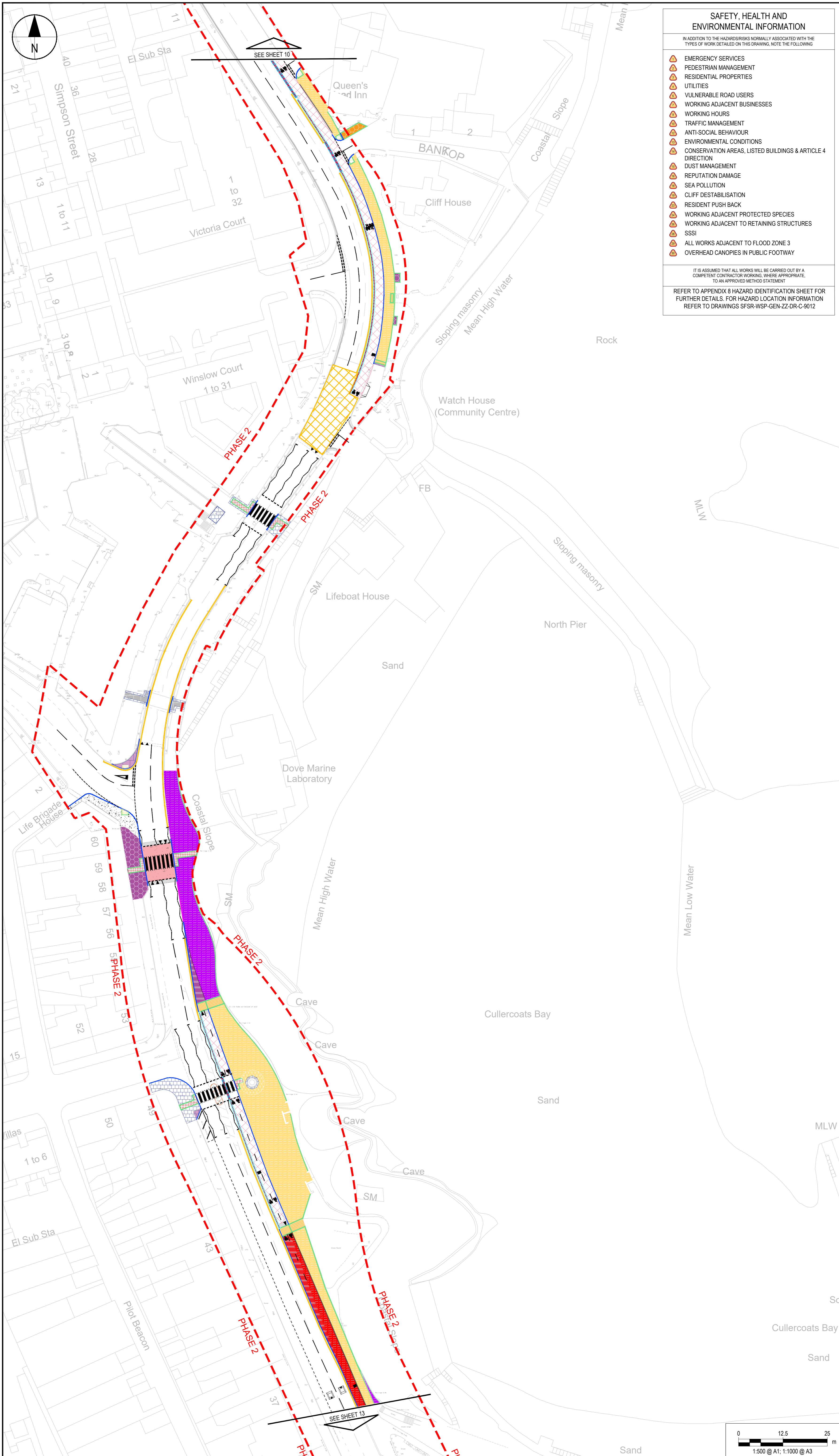
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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⚠	REPUTATION DAMAGE
⚠	SEA POLLUTION
⚠	CLIFF DESTABILISATION
⚠	RESIDENT PUSH BACK
⚠	WORKING ADJACENT PROTECTED SPECIES
⚠	WORKING ADJACENT TO RETAINING STRUCTURES
⚠	SSI
⚠	ALL WORKS ADJACENT TO FLOOD ZONE 3
⚠	OVERHEAD CANOPIES IN PUBLIC FOOTWAY

IT IS ASSUMED THAT ALL WORKS WILL BE CARRIED OUT BY A COMPETENT CONTRACTOR WORKING, WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT

REFER TO APPENDIX 8 HAZARD IDENTIFICATION SHEET FOR FURTHER DETAILS. FOR HAZARD LOCATION INFORMATION REFER TO DRAWINGS SFSR-WSP-GEN-ZZ-DR-C-9012

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KEY:

	RED LINE BOUNDARY
	PROPOSED FOOTWAY RESURFACING OVERLAY 25mm AND 0-25mm REGULATING (BUFF Q.)
	PROPOSED FOOTWAY RESURFACING OVERLAY 25mm AND 0-25mm REGULATING (RED)
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	PROPOSED FOOTWAY RESURFACING PLANE OFF 25mm AND REINSTATE 25mm (RED)
	PROPOSED FOOTWAY RESURFACING PLANE OFF 25mm AND REINSTATE 25mm (BLACK)
	PROPOSED FOOTWAY WIDENING OVER CARRIAGEWAY 100mm FLEXIBLE CONSTRUCTION (RED)
	PROPOSED FOOTWAY WIDENING OVER CARRIAGEWAY 100mm FLEXIBLE CONSTRUCTION (BLACK)
	PROPOSED EDGING KERB
	PROPOSED TRAM & LADDER TACTILES EXCAVATE 275mm AND REINSTATE 275mm
	PROPOSED HAZARD PAVING (CONTRASTING) EXCAVATE 275mm AND REINSTATE 275mm
	PROPOSED K1 KERB
	PROPOSED RAMP 0-75mm ABOVE EXISTING
	PROPOSED CONTROLLED CROSSING TACTILES EXCAVATE 275mm AND REINSTATE 275mm
	PROPOSED UNCONTROLLED CROSSING TACTILES EXCAVATE 275mm AND REINSTATE 275mm
	PROPOSED SPEED CUSHION
	EXISTING KERB EK TAKEN FROM STORE
	PROPOSED CYCLE SEGREGATION KERB
	PROPOSED FOOTWAY WIDENING OVER CARRIAGEWAY 100mm P.C.C. FLAGS
	PROPOSED RAISED TABLE 75mm ABOVE EXISTING
	TAKE UP EXISTING FLAGS, CLEAN AND RELAY *
	PROPOSED FOOTWAY WIDENING OVER CARRIAGEWAY 100mm NATURAL STONE FLAGS (BRACKEN)
	PROPOSED CARRIAGEWAY SURFACING, PLANE 50mm REINSTATE 50mm, 0-30mm REGULATING (RED)
	CHANNEL BLOCKS LAID FLUSH
	PROPOSED FOOTWAY CONSTRUCTION EXCAVATE 275mm AND REINSTATE 275mm (BUFF Q.)
	PROPOSED FOOTWAY CONSTRUCTION EXCAVATE 275mm AND REINSTATE 275mm (BLACK)
	TAKE UP EXISTING FLAGS, RELAY 75mm FLEXIBLE CONSTRUCTION (TAN) *

* FLAGS TO BE CLEANED, IF BROKEN DISPOSE TO TIP. EXCESS FLAGS IN GOOD CONDITION TO BE SET ASIDE FOR REUSE.

T01	23/05/24	KJH	INITIAL ISSUE	LJS	CH
REV	DATE	BY	DESCRIPTION	CHK	APP

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CLIENT: **North Tyneside Council**

ARCHITECT:

PROJECT: **Sea Front Sustainable Route**

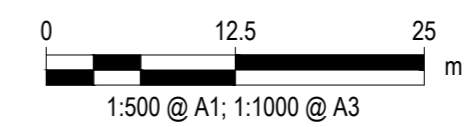
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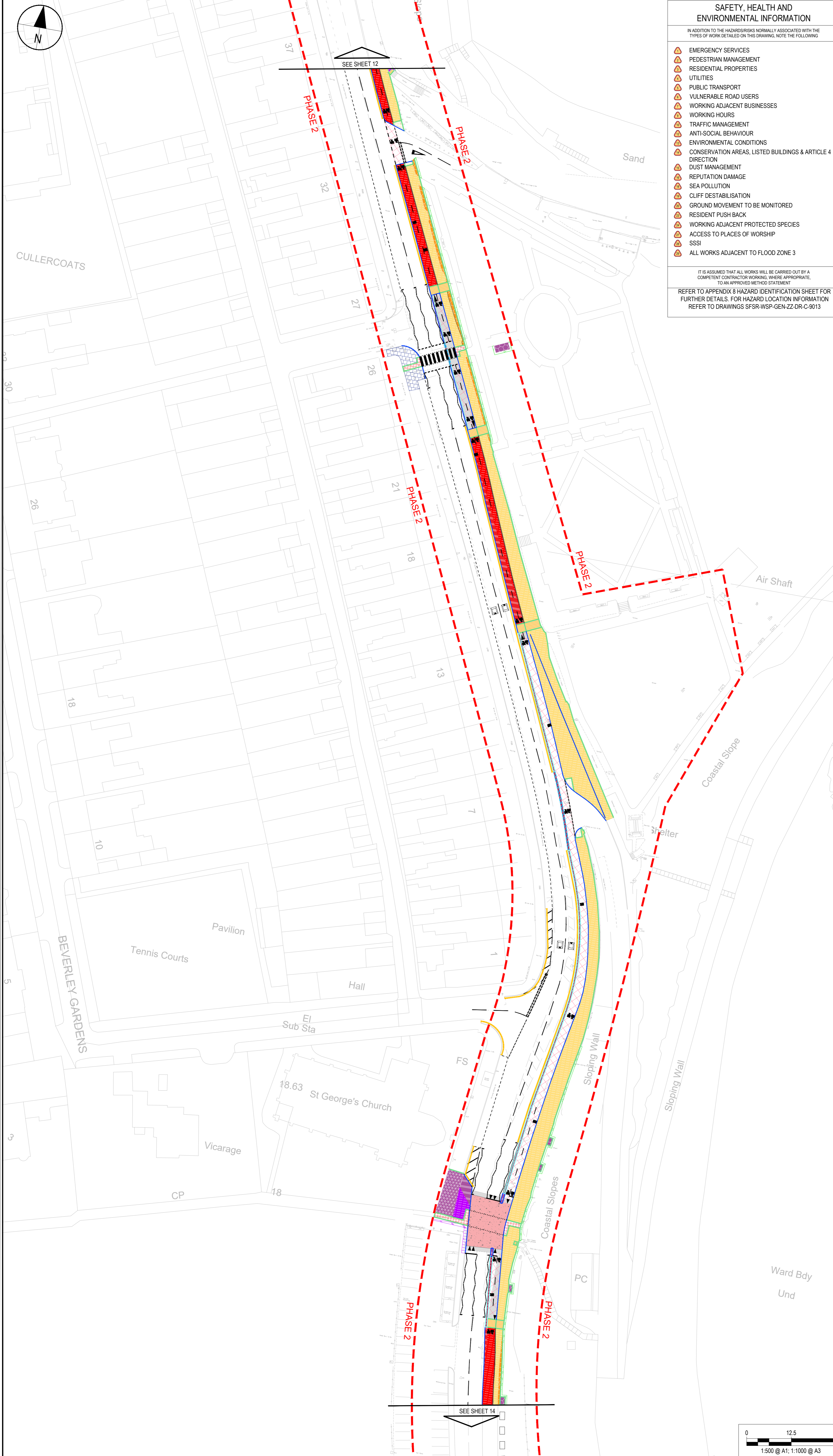
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- RED LINE BOUNDARY
- PROPOSED FOOTWAY RESURFACING OVERLAY 25mm AND 0-25mm REGULATING (BUFF Q.)
- PROPOSED FOOTWAY RESURFACING OVERLAY 25mm AND 0-25mm REGULATING (RED)
- PROPOSED FOOTWAY RESURFACING OVERLAY 25mm AND 0-25mm REGULATING (BLACK)
- PROPOSED FOOTWAY RESURFACING PLANE OFF 25mm AND REINSTATE 25mm (BLACK)
- PROPOSED FOOTWAY WIDENING OVER CARRIAGEWAY 100mm FLEXIBLE CONSTRUCTION (RED)
- PROPOSED FOOTWAY WIDENING OVER CARRIAGEWAY 100mm FLEXIBLE CONSTRUCTION (BLACK)
- PROPOSED EDGING KERB
- PROPOSED TRAM & LADDER TACTILES EXCAVATE 275mm AND REINSTATE 275mm
- PROPOSED HAZARD PAVING (CONTRASTING) EXCAVATE 275mm AND REINSTATE 275mm
- PROPOSED K1 KERB
- PROPOSED RAISED TABLE 75mm ABOVE EXISTING
- PROPOSED RAMP 0-75mm ABOVE EXISTING
- PROPOSED CONTROLLED CROSSING TACTILES EXCAVATE 275mm AND REINSTATE 275mm
- PROPOSED UNCONTROLLED CROSSING TACTILES EXCAVATE 275mm AND REINSTATE 275mm
- PROPOSED SPEED CUSHION
- TAKE UP EXISTING FLAGS, CLEAN AND RELAY *
- FOOTWAY LOWERING EXCAVATE 170mm AND REINSTATE 70mm
- TAKE UP EXISTING FLAGS, RELAY 75mm FLEXIBLE CONSTRUCTION (BLACK) *
- FOOTWAY: WIDENING OVER CARRIAGEWAY 100mm P.C.C BLOCKWORK (BRACKEN)
- VERGE WORKS
- PROPOSED CYCLE SEGREGATION KERB
- PROPOSED CARRIAGEWAY SURFACING. PLANE 50mm REINSTATE 50mm. 0-30mm REGULATING (RED)
- FOOTWAY: CONSTRUCTION EXCAVATE 275mm AND REINSTATE 275mm (TAN)
- EXISTING KERB EK TAKEN FROM STORE
- PROPOSED FOOTWAY CONSTRUCTION EXCAVATE 275mm AND REINSTATE 275mm (BLACK)

* FLAGS TO BE CLEANED, IF BROKEN DISPOSE TO TIP. EXCESS FLAGS IN GOOD CONDITION TO BE SET ASIDE FOR REUSE.

T01	23/05/24	KH	INITIAL ISSUE	LJS	DH
REV	DATE	BY	DESCRIPTION	CHK	APP

DRAWING STATUS: **D1- FOR COSTING**

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CLIENT: **North Tyneside Council**

ARCHITECT:

PROJECT: **Sea Front Sustainable Route**

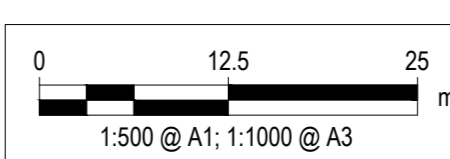
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Sheet 13 of 14**

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PROJECT No: ED/101002	DESIGNED: JKn	DRAWN: SO	DATE: 23/05/2024
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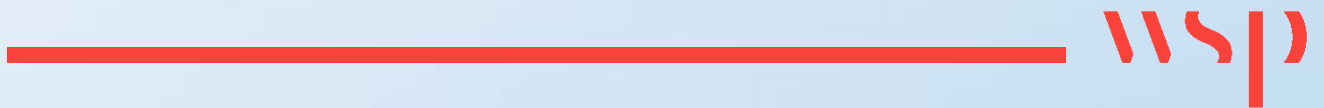
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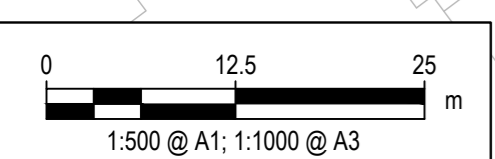
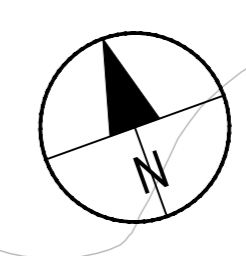
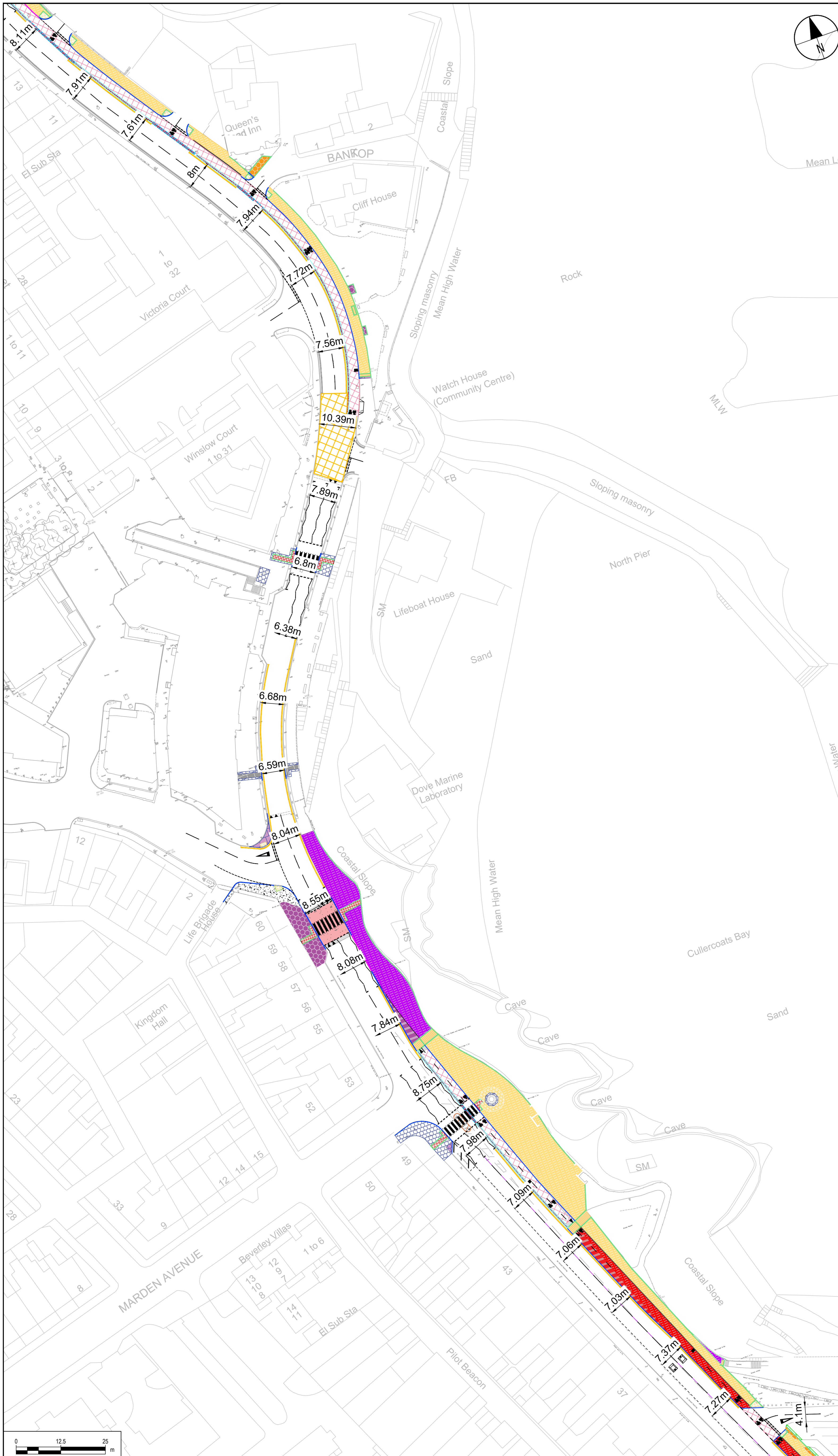
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Appendix B

**GENERAL ARRANGEMENT
DRAWINGS - WITH DIMENSIONS**





PO1	23/05/24	KJH	INITIAL ISSUE	LJS	CH
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ARCHITECT:

PROJECT: **Sea Front Sustainable Route**

TITLE: **General Arrangement - With Dimensions**

SCALE @ A1:	CHECKED:	APPROVED:
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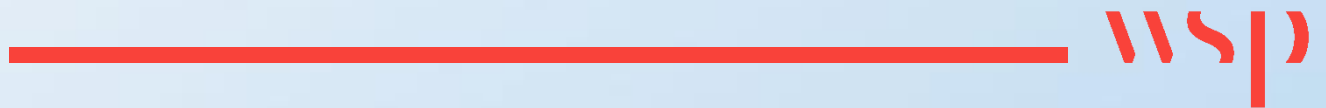
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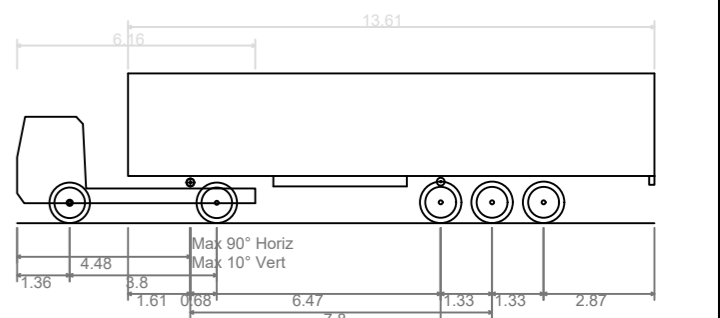
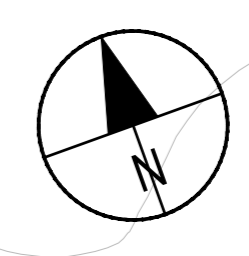
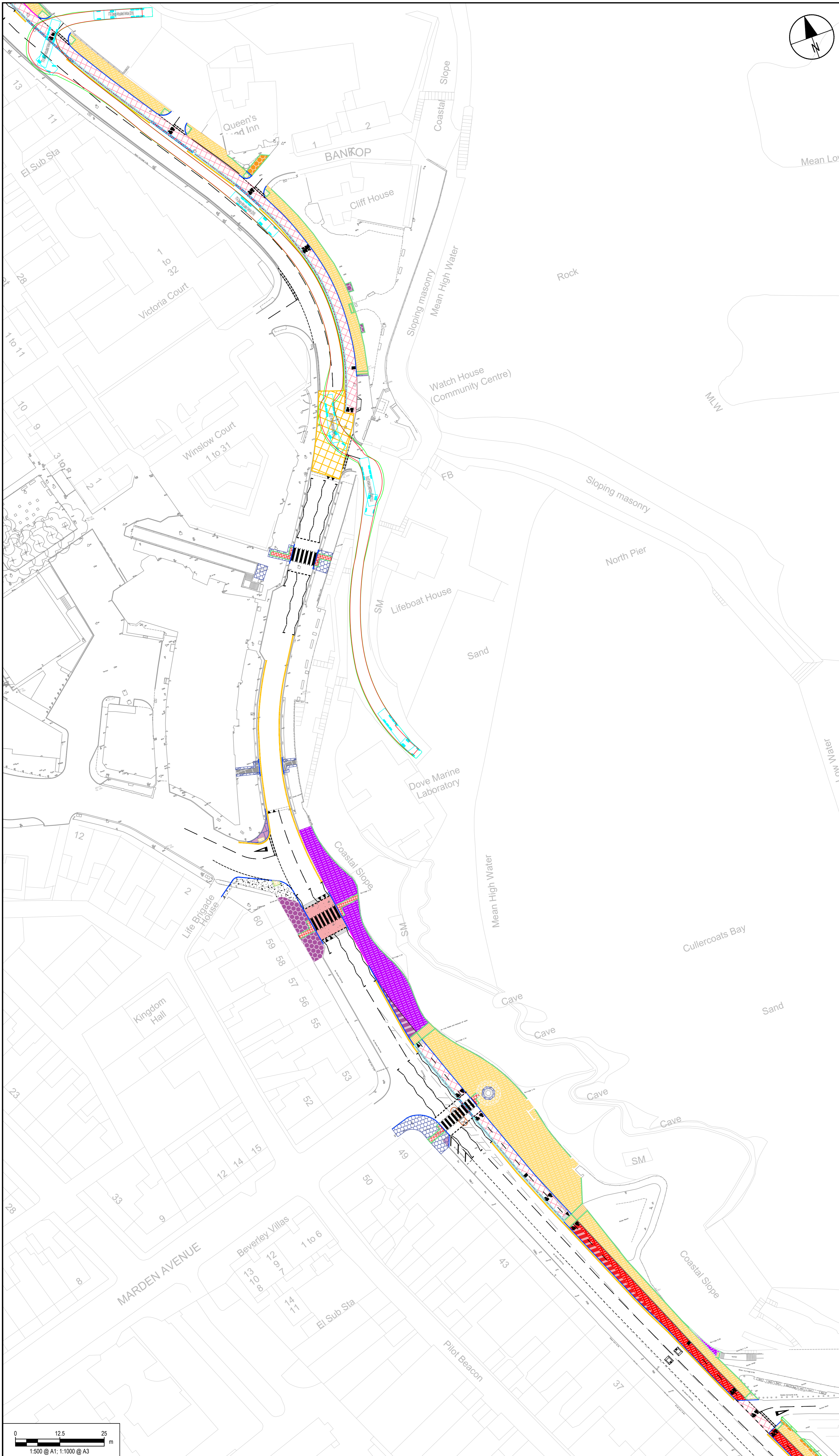
DRAWING No:	REV:
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Appendix C

SWEPT PATH ANALYSIS





FTA Design Articulated Vehicle	16.480m
Overall Length	2.550m
Overall Width	3.870m
Overall Body Height	0.515m
Min Body Ground Clearance	2.470m
Max Track Width	3.00s
Lock to lock time	6.600m
Kerb to Kerb Turning Radius	

PO1	23/05/24	KH	INITIAL ISSUE	LS	CH
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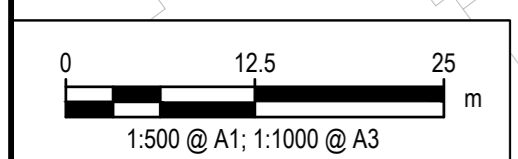
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Boat Yard to North Harbour Ramp**

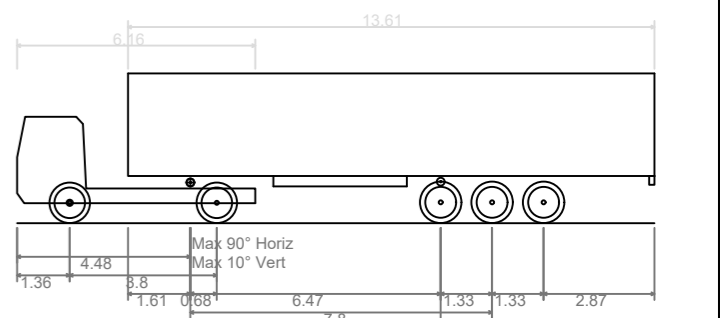
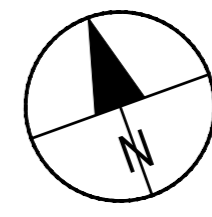
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FTA Design Articulated Vehicle	16.480m
Overall Length	2.550m
Overall Width	3.870m
Overall Body Height	0.515m
Min Body Ground Clearance	2.470m
Max Track Width	3.00s
Lock to lock time	6.600m
Kerb to Kerb Turning Radius	

PO1	23/05/24	KH	INITIAL ISSUE	LS	CH
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PROJECT: **Sea Front Sustainable Route**

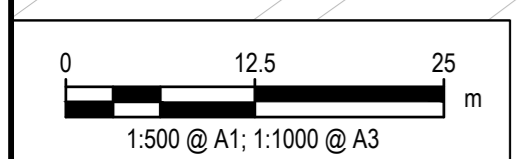
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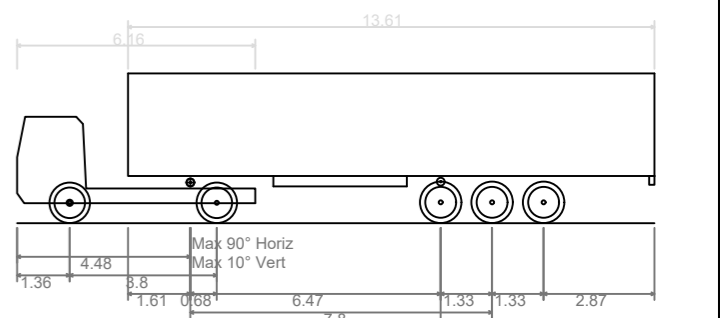
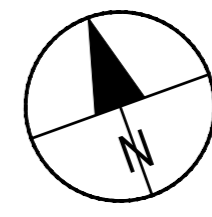
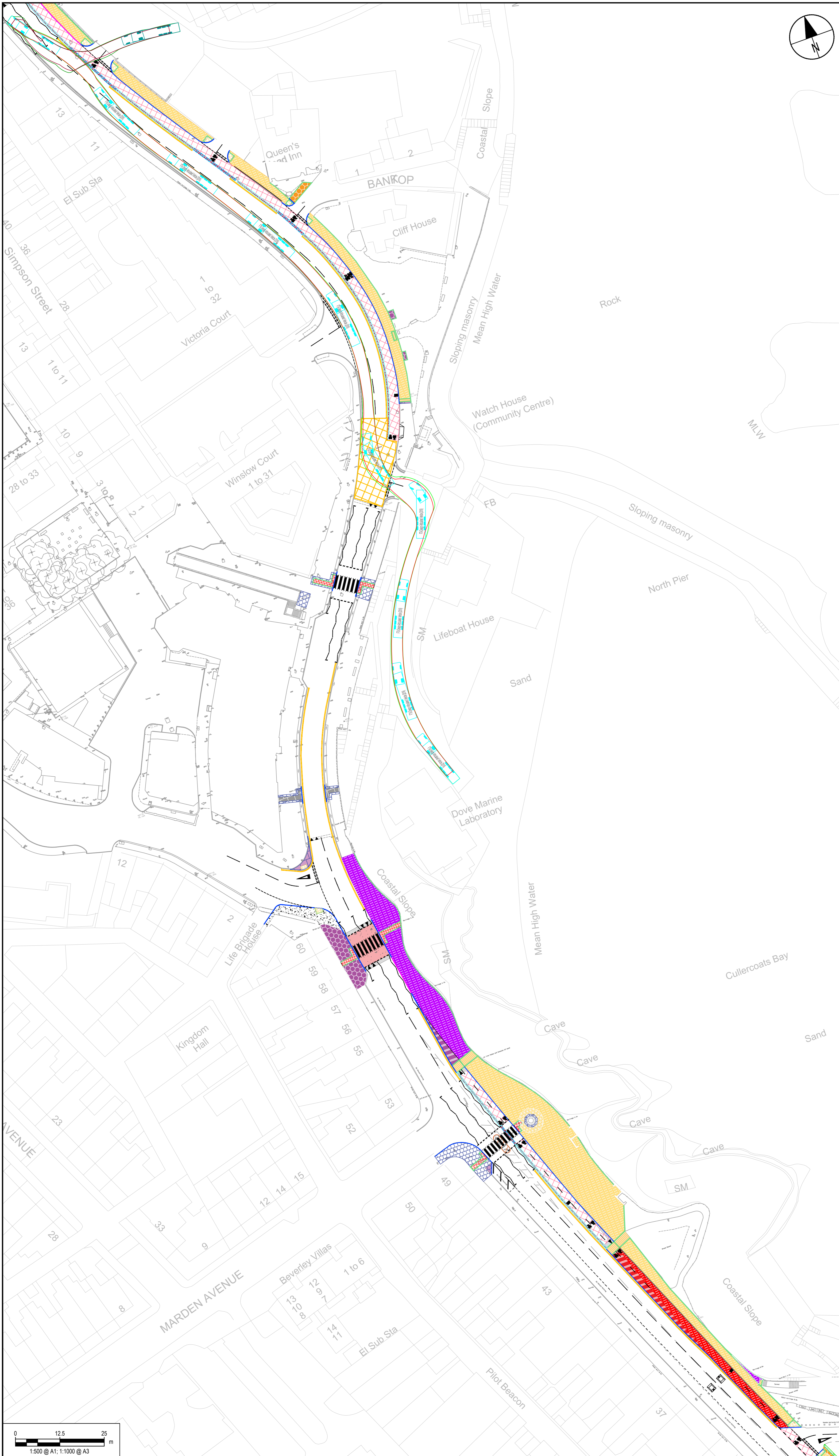
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PROJECT No:	DESIGNED:	DRAWN:	DATE:
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DRAWING No:	REV:
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FTA Design Articulated Vehicle	16.480m
Overall Length	2.550m
Overall Width	3.870m
Overall Body Height	0.515m
Min Body Ground Clearance	2.470m
Max Track Width	3.00s
Lock to lock time	6.600m
Kerb to Kerb Turning Radius	

PO1	23/05/24	KH	INITIAL ISSUE	LS	CH
REV	DATE	BY	DESCRIPTION	CHK	APP

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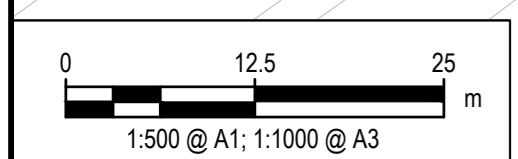
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North Harbour Ramp to Boat Yard**

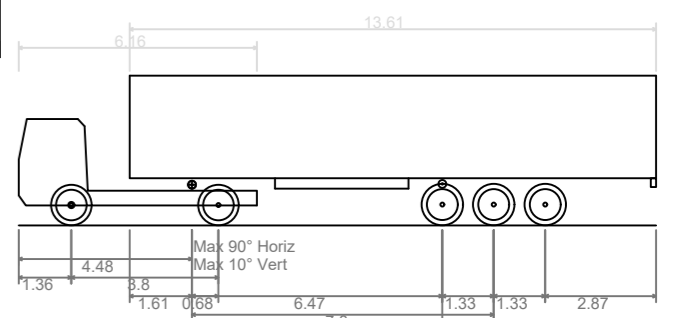
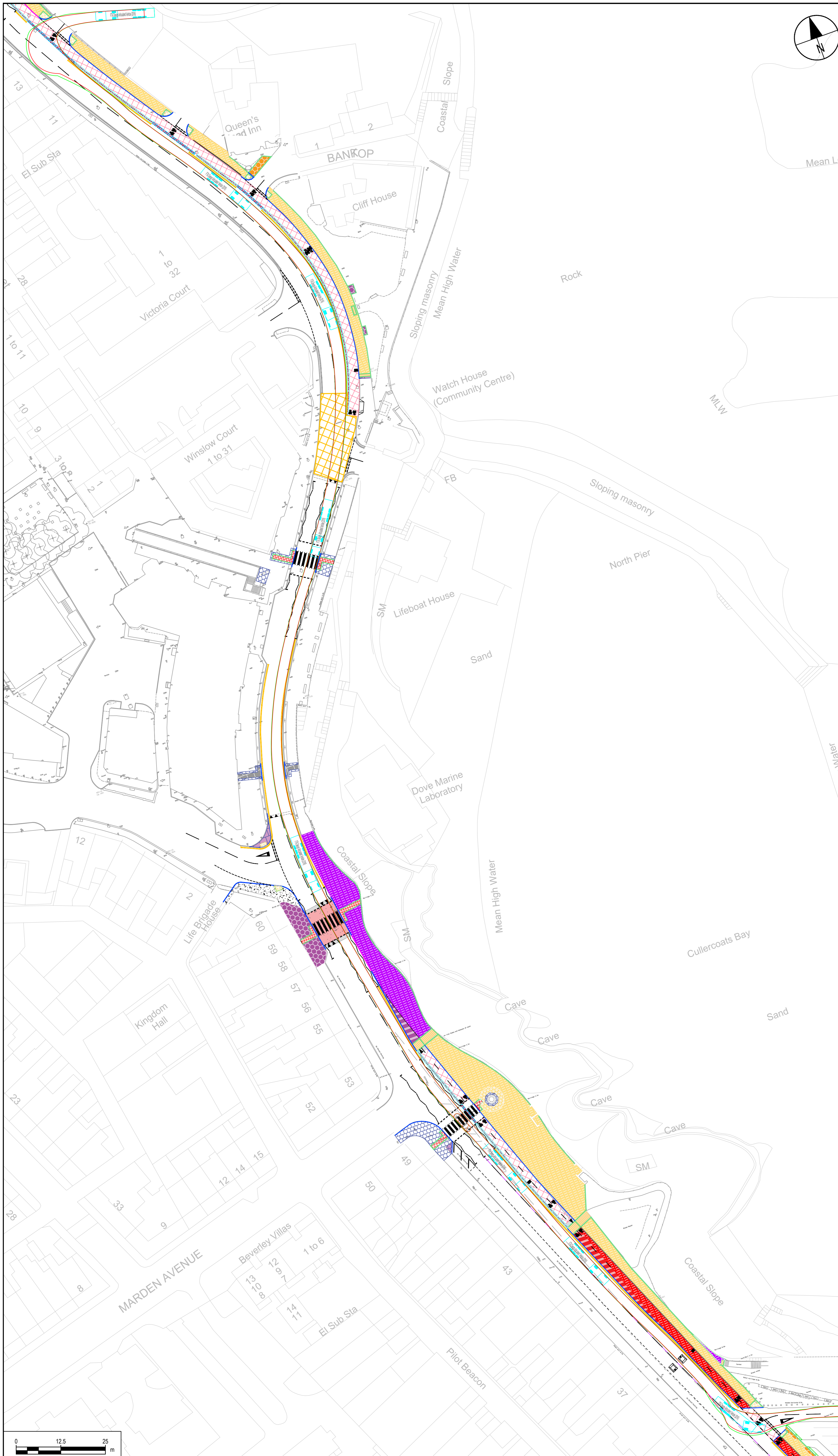
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FTA Design Articulated Vehicle		16.480m
Overall Length		2.550m
Overall Width		3.870m
Overall Body Height		0.515m
Min Body Ground Clearance		2.470m
Max Track Width		3.00s
Lock to lock time		6.600m
Kerb to Kerb Turning Radius		

PO1	23/05/24	KJH	INITIAL ISSUE	LJS	CHK
REV	DATE	BY	DESCRIPTION	CHK	APP

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ARCHITECT:

PROJECT: **Sea Front Sustainable Route**

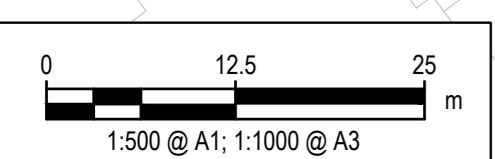
TITLE: **Swept Path Analysis
Boat Yard to South Harbour Ramp**

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PROJECT No:	DESIGNED:	DRAWN:	DATE:
ED/101002	JKn	SO	23/05/2024

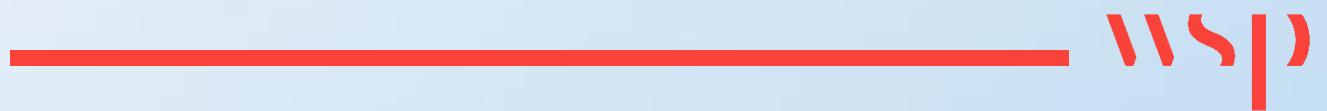
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Appendix D

TRO OBJECTION LETTER



HEAD OF LAW & GOVERNANCE,
NORTH TYNESIDE COUNCIL,
QUADRANT,
SILVERLINK NORTH,
COBALT BUSINESS PARK,
NEWCASTLE UPON TYNE,
NE 27 0 BY

NORTH TYNESIDE COUNCIL - PROPOSED SEAFRONT SUSTAINABLE ROUTE - 2024
STATUTORY NOTICE OF CONSULTATION REGARDING PROPOSED PARKING RESTRICTIONS
AND TRAFFIC CALMING MEASURES. 28.07.2024

DEAR SIR/MADAM,

THIS IS NOTICE OF OBJECTION TO PROPOSED PARKING RESTRICTION AND TRAFFIC CALMING MEASURES, AS ADVERTISED ALONG THE SEAFRONT AT CULLERCOATS IN JULY 2024.

I BELIEVE THAT THE PROPOSED TRAFFIC CALMING MEASURES WILL INFRINGE THE REGISTERED CULLERCOATS FISHERMEN'S EXERCISING OF THEIR HISTORIC AND GRANTED TENANT, AND LICENSEE'S, RIGHT TO OPERATE AND MOVE THEIR FISHING VESSELS AND EQUIPMENT IN A SAFE, FAIR, WORKABLE, AND LAWFUL MANNER, BEING BETWEEN THEIR TENANTED AND LICENCED LANDS SHOWN BELOW:

- THE NORTHERN BOAT PARK, LOCATED ON FRONT STREET, CULLERCOATS
- THE NORTH HARBOUR ACCESS ROAD, LOCATED AT THE JUNCTION WITH FRONT STREET, VICTORIA CRESCENT, AND THIS UNNAMED ROAD, OPPOSITE THE WINSLOW APARTMENTS, CULLERCOATS.
- THE SOUTH HARBOUR ACCESS ROAD, LOCATED AT THE JUNCTION OF THIS UNNAMED ROAD WITH BEVERLEY TERRACE, OPPOSITE NUMBER 33 BEVERLEY TERRACE, CULLERCOATS.
- THE SOUTHERN BOAT FIELD, LOCATED OPPOSITE NUMBERS 10 TO 27 BEVERLEY TERRACE, TO THE SEAWARD SIDE OF THE PLEASURE GROUND AND SUNKEN GARDEN, WITH THE ONLY UNOBSTRUCTED POINT OF

CONTINUED.

ENTRY OPPOSITE NUMBERS 12 AND 13 BEVERLEY TERRACE,
CULLERBOATS.

THE PROPOSED LOCATIONS OF TRAFFIC CALMING MEASURES TO WHICH I
OBJECT ARE AS FOLLOWS:

RAISED TABLES FOR ZEBRA CROSSINGS:

- 29m. SOUTH WEST OF A JUNCTION WITH AN UNNAMED ROAD TO THE BAY AND R.N.L.I. (NORTH HARBOUR ACCESS ROAD) AND VICTORIA CRESCENT.
- 15m. SOUTH EAST OF A JUNCTION WITH JOHN STREET AND BEVERLEY TERRACE.
- 9m. SOUTH EAST OF A JUNCTION WITH MARDEN AVENUE AND BEVERLEY TERRACE
- 6m. SOUTH EAST OF A JUNCTION WITH BEVERLEY TERRACE AND A SIDE ROAD BETWEEN NUMBERS 26 AND 27 BEVERLEY TERRACE.

SPEED CUSHIONS:

- NORTH AND SOUTH-BOUND LANES, 100m. SOUTH EAST OF A JUNCTION WITH MARDEN AVENUE AND BEVERLEY TERRACE.
- NORTH AND SOUTH-BOUND LANES 108m NORTH WEST OF A JUNCTION WITH BEVERLEY GARDENS AND BEVERLEY TERRACE.

REASONS FOR OBJECTION:

1. FISHING VESSEL TRAILER AXLES HAVE, BY DESIGN, VERY LOW GROUND CLEARANCE, BEING AROUND FOUR INCHES WHEN UNLADEN. THIS IS FOR PRACTICAL PURPOSES DURING LAUNCH AND RECOVERY OPERATIONS ON THE BEACH IN THE HARBOUR.
2. WHEN MOVING HEAVY FISHING VESSELS WITH LOW, SINGLE AXLE GROUND CLEARANCE, RAISED TABLES ON THE ROAD POSE SEVERE RISKS OF DAMAGING TRACTORS, TRAILERS, AND VESSELS. IF, WHEN RISING ONTO, OR DESCENDING FROM THE TABLE, THE OVERHANGING KEEL AND SKEG GROUNDS ONTO THE ROAD AND/OR TABLE, THE FRICTION PRODUCED WOULD INEVITABLY DRAG THE VESSEL OFF THE TRAILER ONTO THE ROAD, CAUSING CATASTROPHIC DAMAGE TO THE VESSEL AND TRAILER. A VESSEL COULD

CONTINUED. 2.

BE RENDERED UNREPAIRABLE AND WRITTEN OFF BY THE INSURANCE COMPANY, WITH ASSOCIATED COSTS AND LOSS OF LIVELIHOOD FOR THE FISHERMEN. VESSELS ARE DESIGNED TO BE SUPPORTED BY WATER AND THEIR TRAILERS, AND NOT DESIGNED TO BE DRIVEN OVER OBSTACLES. CRUSH AND COLLISION INJURIES TO THE DRIVER ARE LIKELY.

3. WHEN MOVING HEAVY FISHING VESSELS WITH LOW, SINGLE AXLE TRAILER GROUND CLEARANCE, SPEED CUSHIONS POSE AN EVEN GREATER SEVERE RISK THAN RAISED TABLES. ON APPROACH, TRAILER WHEELS WILL STRADDLE THE CUSHION, AND THE LOW AXLE AND DRAW BARS WILL THEN SLAM INTO THE CUSHION, BRINGING EVERYTHING TO A SUDDEN HALT. THE IMPACT WOULD CAUSE THE TRACTOR DRIVE TRAIN TO SMASH, DAMAGE THE TRAILER, WITH THE VESSEL, IN ALL LIKELIHOOD FLYING OFF THE TRAILER, HAVING PARTED IT'S SECURING ROPES. IN THE UNLIKELY EVENT THAT A TRAILER DOES MANAGE TO GET OVER A SPEED CUSHION, THEN THE OVERHANGING KEEL AND SKEG WOULD GRIND ON THE CUSHION AND DRAG THE VESSEL OFF THE TRAILER. IN EITHER CASE, DAMAGE TO THE TRACTOR, TRAILER, AND VESSEL WOULD BE CATASTROPHIC, AND EVERYTHING WOULD BE WRITTEN OFF BY THE INSURANCE COMPANY. ASSOCIATED COSTS, LOSS OF LIVELIHOOD, AND ROAD DAMAGE, WOULD BE INEVITABLE. CRUSH AND COLLISION INJURIES TO THE DRIVER ARE HIGHLY LIKELY.

4. FISHERMEN AND THEIR FAMILIES HAVE LAWFUL HISTORIC AND GRANTED RIGHTS OF USE OF, AND ACCESS TO AND FROM, THE: NORTHERN BOATPARK, NORTH AND SOUTH HARBOUR ACCESS ROADS; AND THE SOUTHERN BOAT FIELD. RAISED TABLES AND SPEED CUSHIONS ARE OBSTACLES WHICH WOULD PREVENT THE FISHERMEN EXERCISING THEIR TENANT AND LICENSEES RIGHTS. THERE IS ALSO THE MATTER OF THE ACCESS ROAD ONTO THE SOUTHERN BOAT FIELD. THIS HAS BEEN ADVERSELY AND DELIBERATELY BLOCKED BY STEEL POSTS, BEING BEHIND THE PUBLIC TOILET AT THE NORTH END OF THE FIELD, THE ONLY MEANS OF ACCESS IS AT THE SOUTHERN END OF THE FIELD, OPPOSITE NUMBERS 12 AND 13 BEVERLEY TERRACE. SPEED CUSHIONS ON THE

ROADS WOULD COMPLETELY PREVENT ALL VESSEL ACCESS.

5. REGISTERED FISHERMEN HAVE HISTORIC AND GRANTED RIGHTS OF RETURN TO OPERATE A FISHING VESSEL IF THEY HAVE BEEN OUT OF THE AREA FOR SOME TIME. UNSAFE ROAD CONDITIONS WOULD DETER ANY FISHERMAN INVESTING IN A SUITABLE VESSEL TO WORK FROM THIS HARBOUR. THESE RIGHTS ALSO APPLY TO THEIR FAMILIES. UNSAFE ROAD CONDITIONS INFRINGE FISHERMEN'S RIGHTS OF USE AND ACCESS.
6. FISHERMEN AND THEIR FAMILIES SHOULD NOT BE DISCRIMINATED AGAINST, IN ORDER TO FAVOUR AND BENEFIT OTHER ROAD USERS, BY THE IMPOSITION OF UNSAFE AND UNFAIR WORKING CONDITIONS WITH IMPASSABLE ROADS. FAIR, SAFE, WORKABLE, AND LAWFUL USE OF THE ROAD SHOULD BE AVAILABLE TO ALL.
7. THERE IS A REAL RISK OF VOIDING ALL INSURANCE POLICIES SHOULD FISHERMEN DRIVE THEIR VESSELS ALONG A PROVABLY UNSAFE ROAD.
8. WITH REGARD TO THE PROPOSED ZEBRA CROSSING AND NEW RAISED TABLE ON VICTORIA CRESCENT/FRONT STREET, SOUTH OF A JUNCTION WITH ESKDALE TERRACE, AND TO THE NORTH OF THE NORTHERN BOAT PARK ENTRANCE; IT IS UNCLEAR AS TO WHAT DEGREE THIS WILL AFFECT MANOEUVRING OF VESSELS IN AND OUT OF THIS ENTRANCE, WHICH ALSO DEPENDS UPON WHERE THE VESSEL'S BERTH IS WITHIN THE BOAT PARK. NO INFORMATION HAS BEEN GIVEN AS TO THE FINISHED HEIGHTS OF RAISED TABLES OR SPEED CUSHIONS, HOWEVER THE EXTENDED LENGTH OF THE NEW CROSSING AND TABLE WOULD REDUCE THE SPACE AVAILABLE FOR REVERSING EITHER IN OR OUT OF THIS ENTRANCE. CONSIDERATION MUST ALSO BE GIVEN THE WIDTH OF TRAILERS, WHICH AT PRESENT, ARE UPTO 14 FEET WIDE.
9. RAISED TABLES AND SPEED CUSHIONS ALSO POSE ANOTHER SAFETY RISK ALONG THE WHOLE LENGTH OF THE PROPOSED ROUTE. WHEN AND IF (IT IS NOT UNKNOWN), ANY FISHING VESSEL, AND POSSIBLY R.N.L.I. LIFE BOAT, MUST MAKE AN

CONTINUED, 9.

EMERGENCY BEACHING, THROUGH STRESS OF FOUL SEA CONDITIONS; FLOODING FROM LEAKS; MECHANICAL BREAKDOWN; OR ANY COMBINATION OF THESE EMERGENCIES; RECOVERY OF THESE VESSELS, BY MEANS OF THEIR OWN DESIGNED TRAILERS, WOULD BE PREVENTED FROM ANY OF THE BOROUGH'S BEACHES. REPAIRABLE VESSELS WOULD BE THEN WRECKED BY THE SEA AND BECOME A TOTAL LOSS WITH THE CONSEQUENCES DESCRIBED IN 2. AND 3. ABOVE.

I AM DISTURBED THAT THERE HAS BEEN NO DIRECT NOTICE GIVEN TO THE STAKEHOLDERS IN THIS HARBOUR. THE FISHERMENS REPRESENTATIVES ARE ALREADY IN DISCUSSIONS WITH YOUR REGENERATION DEPARTMENT, SO THE TIMING OF THE STATUTORY NOTICE IS PREMATURE, REQUESTED INFORMATION HAS YET TO BE SUPPLIED. THERE HAS BEEN VERY LITTLE TIME ALLOWED TO ANALYSE THESE MATTERS OR TO RESPOND TO THEM.



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